

(b) and (c) Do not arise.

(d) Sales turnover of the departmental units and licence realised from private licencees at Howrah is as under:

Year	Licence Fee (Rs. in thousands)	Sales Turnover (Rs. in Crores)
1993-94	42.6	1.59
1994-95	42.6	1.75
1995-96	42.6	3.62

Return Reservation Facilities

1994. SHRI BAJU BAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to link up Agartala with Delhi, Mumbai, Madras and Secunderabad so as to ensure return reservation facilities for the people there;

(b) if so, when and the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Bookings for onward and return journey reservations can be made from Agartala for all trains originating from the stations linked to the reservation system at Calcutta.

The facility of onward and return journey reservations from the stations linked to the other four reservation systems can become available at all reservation offices, including Agartala only when networking of the five reservation systems is established. For this purpose networking software is in the development and testing phase.

(c) Does not arise.

Increase in Number of Coaches

1995. SHRI MEHBOOB ZAHEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have since taken any decision to increase the number of coaches with the passenger trains;

(b) if so, the details thereof;

(c) whether Rampurihat, Barharwa, Danapur, Salar passenger trains are running with less number of coaches;

(d) if so, the reasons therefor;

(e) the steps taken/proposed to be taken by the Government to increase the number of coaches with these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) In-

creasing number of coaches in Passenger trains keeping in view the traffic, hauling capacity of locomotive, availability of coaches and other facilities is a continuous process.

(c) and (d) Some Passenger trains on these sections are running underload due to paucity of 2nd class coaches.

(e) Action is being taken to increase the number of coaches on these trains gradually with the improvement in availability of 2nd class coaches.

Restaurants Working under Hotel Janpath and Hotel Samrat

1996. SHRI PRADIP BHATTACHARYA: Will the Minister of TOURISM be pleased to state:

(a) the details of Restaurants presently working under the Hotel Janpath and Hotel Samrat, New Delhi;

(b) whether it is a fact that the management is constantly trying to close down and to destroy the costliers glass works and furniture for enabling private contractors to run the business;

(c) whether such an effort is damaging the reputation of the ITDC;

(d) whether any enquiry has been ordered to fix up accountability of the Officers who have been failing to run the restaurants merely for lapses;

(e) if so, the facts thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) The details of restaurants operating in Hotels Janpath and Samrat are given hereunder:

Hotel Janpath

1. Gulnar - Indian Cuisine
 2. Orbit - Buffet serving Indian, Continental and Chinese food
 3. Mandarin Room - Chinese
 4. The Coffee Shop
 5. Food Plaza* - Fast food multi-cuisine restaurant
- *Being operated by private party on lease basis.

Hotel Samrat

1. Gardenia - 24 hour Coffee Shop
2. Baradari - Indian Cuisine

(b) and (c) No, Sir. Change in cuisines, interiors and leasing out restaurant activity to private party is considered based on the demand and in the business interests of the Corporation. Leasing out speciality restaurants on selected basis generates ensured income and also attracts guests who prefer that speciality cuisine.

(d) and (e) The matter relating to conversion of "Mandarine Room" of Janpath Hotel from a Chinese cuisine restaurant to a South Indian Cuisine restaurant is under examination.

Khurda Puri Railway Line

1997. SHRI BHAKTA CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Orissa has submitted any proposal regarding railway line between Khurda and Puri;

(b) if so, the details thereof; and

(c) the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) The State Govt. of Orissa had requested for doubling Khurda Road-Puri section of S.E.Railway. However doubling of single line section is normally taken up when their carrying capacity is saturated, freight intensive sections being given priority. The traffic on Khurda Road-Puri section has not yet reached the level to justify doubling. As and when the traffic warrants its doubling, the same would be considered.

Train Accidents on Alipurduar-Dimapur Line

1998. DR. PRABIN CHANDRA SARMA:
DR. ARUN KUMAR SARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents took place on Alipurduar-Dimapur line of North Frontier Railway during the last three years;

(b) whether the Alipurduar-Dimapur line is prone to train accidents;

(c) if so, the details thereof;

(d) the loss suffered by the Railways due to these accidents;

(e) the loss of human lives as a result of these accidents;

(f) whether adequate compensation has been paid to the kith and kin of deceased/injured persons; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The number of consequential train accidents on Alipurduar-Dimapur section of North-East Frontier Railway since 1993-94 is as under :-

Year	No. of accidents
1993-94	22
1994-95	26
1995-96	09
1996-97	05
(up to January 1997)	

(b) No, Sir.

(c) Does not arise.

(d) The cost of damage to railway property during the above years was Rs.8.17 lakhs, Rs.71.71 lakhs, Rs.3.54 lakhs and Rs.7.15 lakhs respectively.

(e) One person lost his life in accidents during 1994-95. In addition, 59 persons lost their lives in two incidents of bomb blasts on 25.2.1995 and 30.12.1996.

(f) Yes, Sir.

(g) Immediately after the accidents ex-gratia amounting to Rs.5,88,250/- was paid to the dependents of dead and injured passengers to take care of their immediate needs. Based on the verdict of the Railway Claims Tribunal, compensation amounting to Rs.57,76,000/- was also paid to them during 1993-94 to 1996-97 (up to January 1997).

Renewal of Track

1999. SHRI BALAI CHANDRA RAY:
SHRI ANIL BASU:
SHRI HARADHAN ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any proposal from Eastern, South Eastern and North East Frontier Railways for sanctioning of adequate funds to clear the backlog of track renewals;

(b) if so, the details thereof;

(c) the present position of track renewals, Zone-wise; and

(d) the steps taken by the Government to clear the arrears of above Zones?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) The present position of Track Renewals Zone-wise is: